

CIRCULATION ELEMENT

Purpose and priority:

The purpose of a Circulation Element is to facilitate the safe, speedy and efficient movement of people and goods throughout the Community. The order of priority is:

1. Saving of life and prevention of significant property loss
2. Conservation of energy
3. Speed and convenience of the people depending on the system
4. Preservation of Community aesthetics
5. Prevent congestion and provide a relaxed driving or traveling environment

Street Classifications and Standards:

A. "Expressway" Standards:

1. Limited Access, preferably intersections on Section Lines as the ideal limitation; intersections on half-sections as generally acceptable; and intersections on quarter-sections or three quarter-sections as minimally tolerable. Individual lot access is to be prohibited where legally possible, except for driveways into large commercial centers which should be on quarter, half, three-quarter or section lines or similarly spaced and separated from other expressway accesses.

2. If the expressway is divided a 120 foot width standard is established; if not divided, 104 ft. minimum width is required.

3. The purpose of the width is to have three travel lanes in each direction with a continuous left turn lane. Where traffic counts are low enough, the outside lanes may be used as parking lanes.

4. Specific "Expressways", existing and proposed, are:

a. Twentynine Palms Highway (State 62);
b. Amboy Road from where it enters the Community on the east extending west to join with Twentynine Palms Highway at the approximate vicinity between Mantonya Road and Midway Road; (partly a parallel alternative rout and partly a proposed new State Highway);

c. Lear Avenue from Twentynine Palms Highway to Winters Road; (proposed new State Highway)
d. Winters Road from Lear Avenue westward. (proposed new State Highway)

B. "Arterial" Standards:

1. Access to be limited to quarter section, half-section, three-quarter-section and section line road

intersections, individual lot access to be restricted where possible and reasonable. Commercial driveways should be combined, limited, and adequately spaced.

2. The width of an Arterial street is 104 foot minimum.

3. Three travel lanes with left turn pockets is necessary. The narrower width streets should prohibit on-street parking to enable maximum traffic movement.

4. Specific "Arterials" existing and proposed are:

- a. Utah Trail from Joshua Tree Monument Gate to Valle Vista Road;
- b. Indian Trail between Lear Avenue and Utah Trail;
- c. Mesquite Springs Road from Twentynine Palms Highway to Valle Vista Drive;
- d. Morongo Road from Indian Trail to The Combat Center Gate;
- e. Pole Line Road from Lear Avenue to Morongo Drive;
- f. Two Mile Road from Lear Avenue to Utah Trail;
- g. Valle Vista Road from Morongo Road to Pinto Mountain Road;
- h. National Monument Drive from Twentynine Palms Highway to Utah Trail;
- i. Larrea Avenue from Twentynine Palms Highway to Two Mile Road;
- j. Condor Road from Valle Vista Road to the Combat Center Gate (Del Valle Drive);
- k. Adobe Road from Twentynine Palms Highway on the south to the Main Gate of the Combat Center.

C. General Street Rule:

Half-street dedication along section, half-section, quarter section and three-quarter section lines shall be a minimum of forty (40) feet in width unless designated higher on the Circulation Element map and shall be required as a condition of development or as a standard of any public street project. This requirement may be reduced to thirty (30) feet under the following circumstances:

1. The modification will not adversely effect the health, safety and welfare of the Community;

2. Neither the improvements being waived nor the modifications authorized would delete improvements which are a necessary prerequisite to the orderly development of the surrounding area;

3. The forty (40) foot street width in question is not necessary due to the street function being limited to minor traffic impacts. e.g. The street will not connect to two other expressway, arterial, collector or other eighty (80) foot wide streets; or the length of the street is relatively short where the full width is not necessary to carry the maximum traffic expected for the street.

4. All eighty (80) foot streets when established will be considered collector streets and be subject to the standards of collector streets. These streets may, but need not necessarily, be shown on the Circulation Element map.

D. "Collector" Street Standards:

1. Access should be limited with individual lot access prohibited where legally possible; unless access is for Rul lots; and joint use of access driveways encouraged.

2. The width standard is eighty (80) feet.

3. Two travel lanes each way with left turn pockets is desired. On-street parking may be permitted if the lanes are not needed for traffic movement.

4. Collector streets to be shown on the map are:

- a. Bagdad Highway from Amboy Road to Valle Vista Drive
- b. Valle Vista Drive from Morongo Road to Lear Avenue
- c. Sunrise Road from Two Mile Road to Twentynine Palms Highway
- d. Canyon Road from Two Mile Road to Fortynine Palms Canyon access to Joshua Tree Monument.
- e. Indian Cove Road from Twentynine Palms Highway to the Indian Cove Camping area of Joshua Tree National Monument
- f. Morongo Road from Indian Trail to Larrea Avenue
- g. El Paseo Drive from Mesquite Springs Road to Bagley Avenue
- h. Hatch Road, re-aligned to align with Larrea Avenue at Twentynine Palms Highway to Sullivan Road
- i. Sullivan Road from Hatch Road to Adobe; from Morongo Road to the west City Limits and from Utah Trail to Wilshire Avenue
- j. Base Line Road from Adobe Road to Mojave Road
- k. Wilshire Avenue from Base Line Road to Joe Davis Drive
- l. Godwin Road from Amboy Road to Twentynine Palms Highway
- m. Pinto Mountain Road from Valle Vista Road to Twentynine Palms Highway
- n. Bullion Mountain Road from Valle Vista Road to Twentynine Palms Highway
- o. Joe Davis Drive from Desert Knoll Avenue to Wilshire Avenue
- p. Bagley Drive from Two Mile Road to Split Rock Avenue
- q. Split Rock Avenue from El Paseo Drive to Foothill Drive
- r. Gorgonio Drive from Adobe Road to Utah Trail
- s. Canyon Road from Indian Trail to pole Line Road

t. Adobe Road from Twentynine Palms Highway to Base Line Road

E. "Collector Standard Roads Not Shown On The map":

1. These streets are shown as collectors on the County Circulation Element map. However; these streets stub out or do not fall on the section, quarter section, half section or three-quarter section lines.

2. It will be the policy of the City to continue the collector standards in extending these streets until the street intersects with other major streets or otherwise terminates at a logical point.

3. The following streets are shown as collectors on the County Plan and have been developed or committed to collector standards:

- a. Encilia Avenue between Two Mile Road and Samarkand Drive
- b. Samarkand Drive between Encelia Avenue and Morongo Road
- c. Lupine Avenue between Samarkand Drive and Twentynine Palms Highway
- d. Mariposa Avenue between Samarkand Drive and Twentynine Palms Highway
- e. Alpine Avenue between Two Mile Road and El Paseo Drive
- f. Sunnyslope Drive between Encilia Avenue and La Buena Tierra Avenue
- g. El Rey Avenue between Hatch Road and The National Monument
- h. Homestead Drive from Adobe Road to Bullion Avenue
- i. Manana Drive from Adobe Road to Aztec Avenue
- j. Buena Vista Drive from Adobe Road to Split Rock Road
- k. Tamarisk Avenue from Bagley Avenue and Old Dale Road
- l. Bullion Avenue from Old Dale Road to Twentynine Palms Highway
- m. Old Dale Road from Bullion Avenue to Adobe Road
- n. Cactus Drive from Bullion Avenue to Adobe Road
- o. Desert Knoll Avenue from Gorgonio Drive to Twentynine Palms Highway

4. These streets need not be shown on the Circulation Element map.

F. "Local Connector" Standards:

1. Standards are the same as a local street but due to limited access, and possibly no parking lanes, serve a higher function.

2. Local Connectors width is sixty (60) feet. Generally these streets will connect between collector, arterial or other local connector streets.

3. The intent is to accommodate two travel lanes in each direction. Left turn pockets are not required. Individual lot access is discouraged.

4. Local Connectors will not be identified in the text or shown on the Circulation Element map.

G. "Local Streets"

1. The purpose of a local street is to provide access from individual properties to a collector street. Local streets should not connect to arterials or expressways unless at a section, quarter section, half section or three-quarter section line.

2. Local street width is sixty (60) feet. Local streets should be accessible from both ends.

3. The intent is to accommodate one travel lane in each direction with one lane of parking on each side.

4. Local streets will not be identified in the text or shown on the Circulation Element map.

H. "Cul-de-sac or Dead-end Streets"

1. The purpose of these streets is to provide individual lot access to a public or private street for small clusters of lots. Streets in this category should connect only to local or local connector streets.

2. These streets may range in width from sixty (60) feet to fifty (50) feet. By definition, these streets have access to the remaining circulation element streets from one end only. The street length should not exceed five hundred (500) feet or the street should not serve more than sixteen parcels; whichever is stricter.

3. The intent is to provide one travel lane in each direction with parking lanes optional, depending on the size of the lots served and the availability of off-street parking. The dead end of these streets shall provide adequate turn-around space.

4. These streets shall not be identified in the text or shown on the Circulation Element map.

I. Scenic Highways

1. Scenic Highways are those travel ways that have unusual exposure to unique and attractive natural "desert" views that deserve protection and enjoyment.

2. Front yard setbacks should be larger along streets designated as scenic highways; the City may adopt special setbacks in its Zoning Codes and Developers are encouraged, and for discretionary projects may be required, to provide CC&Rs,

Subdivision Restrictions or Deed Restrictions respecting and establishing these special setbacks.

3. All off-site commercial signs shall be prohibited where legally possible.

4. The following roads shall be designated "Scenic Highways":

- a) Twentynine Palms Highway from Wilshire Blvd. east;
- b) Twentynine Palms Highway from Sunrise Drive west;
- c) Amboy Road from Bagdad Highway east;
- d) Amboy Road from Mesquite Springs Drive west;
- e) Indian Cove Road from Twentynine Palms Highway to the Joshua Tree Monument gate;
- f) Canyon Road from Twentynine Palms Highway to the end of Fortynine Palms Canyon Road.
- g) Utah Trail from National Monument Drive south to the entrance gate.

J. Truck Routes

1. Truck routes are necessary to avoid conflicts between the automobile trips and the movement of products in the Community. Truck routes are also useful in diverting truck traffic away from busy areas not requiring delivery from trucks needing to go through the Community.

2. Certain Federal Aid Urban (FAU) streets are required to accommodate truck traffic. These FAU streets generally are the main streets of the City. It is desirable to provide alternate routes that by-pass the busier traveled main streets of the City.

A. Present FAU streets are:

- a) Adobe Road (from Sullivan Road north)
- b) Twentynine Palms Highway
- c) Amboy Road

3. Special routes shall be designated to accommodate the movement of military convoys to and from outside of the City to the Combat Center. There are present and future routes proposed.

A. Present military convoy routes are:

- a) From the west; along Twentynine Palms Highway to Lear Road, north on Lear Road to the Base.
- b) From the east; along either Twentynine Palms Highway or, more likely, Amboy Road, west to Godwin from the Highway north to Amboy Road, west to Utah Trail, north to Valle Vista Road, west to Adobe Road, north to the Base.

B. Potential future alternative Routes are:

- a) From the east, from either the Highway or Amboy Road north on Bullion Mountain Road to Valle Vista Road west to Adobe Road and north to the Base.

The present and future convoy routes would minimize conflicts between convoy traffic and the motoring public.

4. The following roads are designated as "Truck Routes":

A. Existing roads:

- a) All FAU streets

- b) Lear Avenue from the Highway to the Base
- c) Indian Trail from Lear Avenue to Adobe Road
- d) Wilshire Blvd. from Base Line Avenue to the Highway
- e) Base line Avenue from Wilshire Blvd. east to the limit of the Industrial Land Use District
- f) Utah Trail from Amboy Road to Valle Vista Drive
- g) Godwin Road from the Highway to Amboy Road

B. Future routes:

- a) Amboy Road from Adobe Road west
- b) Winters Road (El Serreno Road) west
- c) Bullion Mountain Road from the Highway to Valle Vista Road

K. Public Transit

1. The Morongo Basin Transit Authority (MBTA) is a new agency created by a joint powers agreement entered into by the City of Twentynine Palms and the County of San Bernardino. The MBTA's mission is to provide coordinated transportation services to the people of the Morongo Basin. In doing this task, the MBTA will provide services through private firms by leasing them vehicles and providing a reservation service. Patrons will be provided information, fares and discount coupons as well as other services. A maximum use of fixed route service is desired and MBTA will attempt to provide fixed route carriers in the basin with increased passenger loads. In addition, the MBTA will provide local advanced reservation, shared ride service within the communities in the basin and the adjacent neighboring Communities. The MBTA will develop subscription services for qualified groups in the basin. The MBTA Authority will encourage ride sharing in the basin and will take the lead in identifying transit needs and the means for filling those needs. The creation of the MBTA is a follow-up to the County's Community Services Division's Roadrunner Transit Service which has served the area for the last ten years.

As the City grows, the origins and destinations will crystalize making this transit service more viable.

L. Bicycle Routes

1. Due to the favorable climate, the provision of Bicycle Trails for both travel within the City and through the City to other desert areas. Particular attention needs to be focused on routes between residential areas to schools and parks.

A. Existing Trail:

- 1. Separated trail on the south side of Two Mile Road between Utah Trail and Adobe Road.
- 2. City Trail extending 1) west to Bagley Avenue, south to El Paseo and west to Mesquite Springs Road.

M. Airport

Key to the accessibility of the Community from outside of the area is the Twentynine Palms Airport. This Airport is located in the easterly Planning Area south of the Twentynine Palms Highway.

The Airport will be a major factor in attracting clean non-polluting industry and a landing place for tourists visiting the Joshua Tree National Monument and, potentially, destination resorts in the Community.

Due to the fact that the Community does not, and probably will not ever, have railroad service; the need for the Airport is intensified. The Airport will play a vital role in transporting light freight materials and people, into and out of the City, connecting with points beyond.

The upgrading and development of the Airport is a key to the fulfillment of the General Plan.

N. Other Concerns

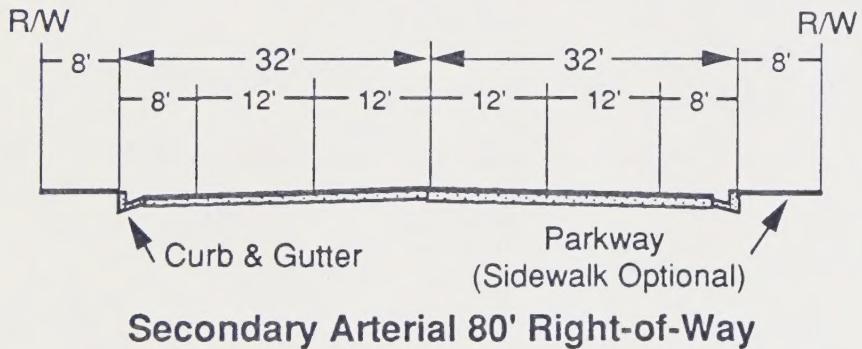
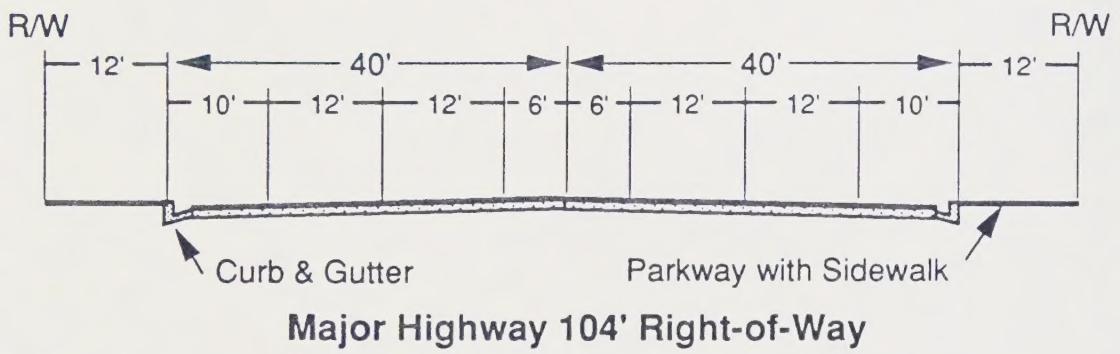
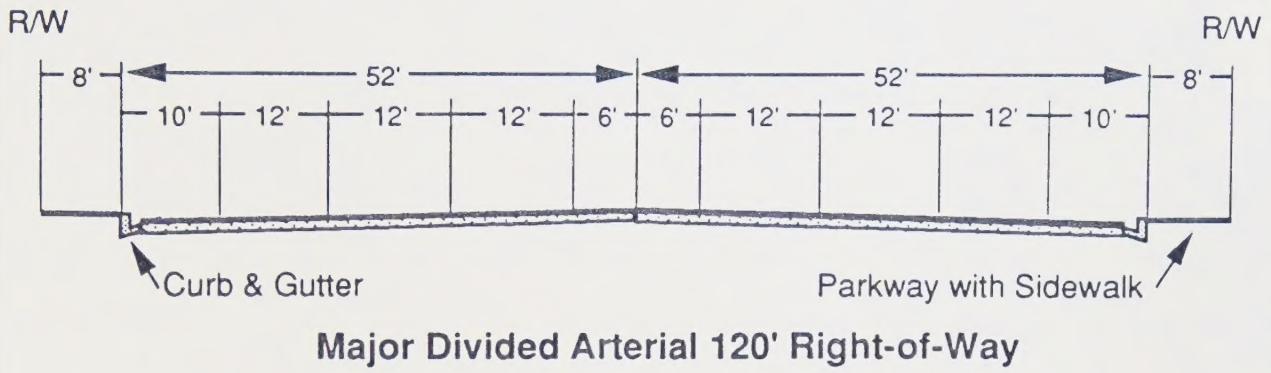
To facilitate efficient circulation of people and goods throughout the Community, other steps should be employed when the City has the ability to impose conditions. Some of these are:

- a) The development of ride-sharing, car pooling and transportation van pooling when there are significant traffic attractors;
- b) The development of park and ride facilities;
- c) Placement of bus bays and bus shelters on projects to facilitate the use of public transit;
- d) The creation of staggered work hours to reduce congestion at standard peak hours.

O. Conclusion

The Circulation Element, as proposed, is not an "end state", but instead, is a "point of beginning" for the Community. As the City progresses, new corridors will become necessary and some other concepts of this plan will wane in significance. However, amendments should not be too numerous, as the City progresses towards the fulfillment of the General Plan.

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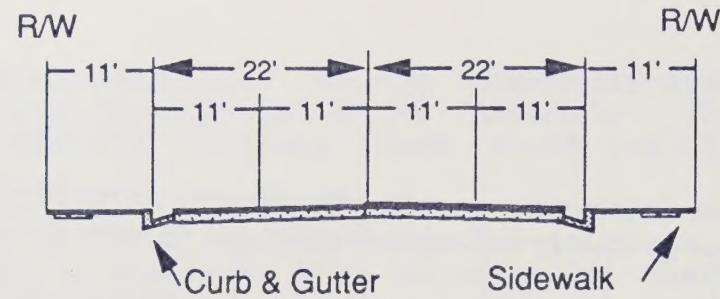


SOURCE: Parsons, Brinckerhoff, Quade & Douglas

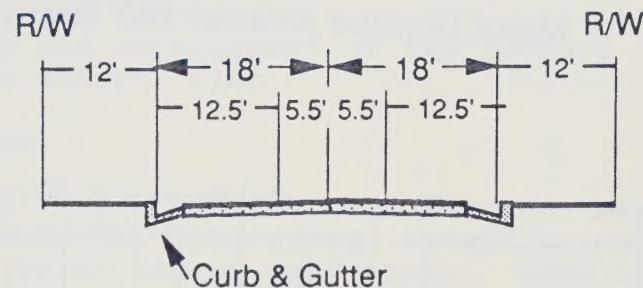


**Figure C-3A
Right-of-Way Standards**

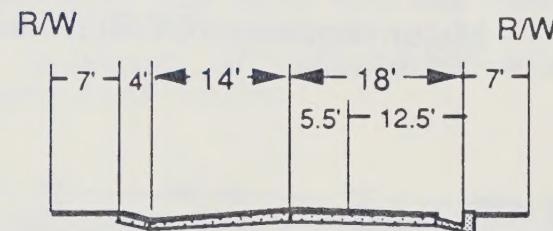
September 19, 1990



Industrial and Commercial Local Street
66' Right-of-Way



Local Street
60' Right-of-way



Inverted Shoulder or Curb & Gutter

Rural Local Street
50' Right-of-Way

SOURCE: Parsons, Brinckerhoff, Quade & Douglas



Figure C-3B
Right-of-Way Standards

September 19, 1990